



## Request for City Council Committee Action from the Department of Public Works

**Date:** February 25, 2014

**To:** Honorable Kevin Reich, Chair Transportation & Public Works Committee

**Subject:** **6<sup>th</sup> St S Resolution to Proceed with Formal Variance Request from Municipal State Aid (MSA) standards**

**Recommendation:**

Adopt a resolution directing the City engineer to proceed with a formal request for a variance from Municipal State Aid (MSA) standards for the parking lane width on the south side of 6<sup>th</sup> St S from Park Ave to 11<sup>th</sup> Ave S.

**Previous Directives:**

- August 30, 2013: Approval of the request to construct the Minnesota Multi-Purpose Stadium subject to conditions, mitigation measures, and final review and approvals by the City of Minneapolis Community Planning and Economic Development Director and the Public Works Director as per the recommendation of the Stadium Implementation Committee.
- August 16, 2013: Approval of comments relating to the Final Environmental Impact Statement for the Minnesota Multi-Purpose Stadium Project, for submittal to the Minnesota Sports Facilities Authority (MSFA).
- June 29, 2013: Resolution 2012R-354, Appointed City representatives to the Stadium Implementation Committee and related actions.
- June 15, 2013: Resolution 2012R-330, Appointed additional City representatives to the Stadium Implementation Committee and related actions.

**Department Information:**

Prepared by: Jeffrey S. Handeland, P.E., Principal Engineer 673-2363  
Don Elwood, P.E., Director, Transportation Planning & Engineering 673-3622

Approved by: \_\_\_\_\_

Steven A. Kotke, P.E., Director of Public Works

Presenters in Committee: Jeff Handeland, Principal Engineer, T P & E

**Reviews**

Permanent Review Committee (PRC):  
Civil Rights Approval  
Policy Review Group (PRG):

Approval NA Date \_\_\_\_\_  
Approval NA Date \_\_\_\_\_  
Approval NA Date \_\_\_\_\_

**Financial Impact**

No financial impact

Action is within the Business Plan

**Community Impact**

Neighborhood Notification: The MSFA held a stadium pre-construction public meeting on January 9, 2014, an environmental scoping public meeting for the new Minnesota Multi-Purpose Stadium on October 23, 2012 and a DEIS public meeting on May 22, 2013.

City Goals: The City's infrastructure will be well maintained;

People will feel safe in the City: A connected network of transportation options;

Minneapolis' neighborhoods will have unique identities and character, plentiful green spaces and public gathering areas.

Comprehensive Plan: Policy 9.13 Minneapolis will restore and maintain the traditional street grid. The project's legislation "found and declared that the construction of a stadium within the development area is consistent with the adopted area plan, is the preferred stadium location, and is a permitted land use." Minn. Stat. § 473J.17, subd.6.

Zoning Code: Not Applicable

**Background/Supporting Information**

The Minnesota Multi-Purpose Stadium construction project requires the current configuration of 5<sup>th</sup> and 6<sup>th</sup> Street from Chicago Avenue to 11<sup>th</sup> Avenue be realigned and part of the existing right-of-way be vacated. A variance to allow the parking lane on the south side of the street to be reduced from 10 feet in width to 8 feet will provide as much space as possible for pedestrian travel along the corridor. It will also meet the NFL requirements for a security perimeter around the stadium.

The Stadium Implementation Committee approved a conceptual cross-section as part of its approval of the stadium design (see attachment). The proposed cross-section of 6<sup>th</sup> Street right-of-way from 11<sup>th</sup> to Park Avenue will provide three lanes of eastbound traffic, one lane of westbound traffic and a parking lane on the south side of the street. The modifications to 6<sup>th</sup> Street will extend from 11<sup>th</sup> Avenue past Chicago Avenue to Park Avenue so that west-bound drivers can make a right hand turn onto Park Avenue.

The existing bike lane will be replaced with a bike path behind the sidewalk on the north side of the street, as shown on the attached cross-section diagram.

**Formal Request for Variance**

MSA Rule 8820.9936 requires a 10-foot parking lane with average daily traffic (ADT) exceeding 10,000. In order to maximize the pedestrian space an eight-foot parking lane is desired. The use of eight-foot parking lanes is consistent with the Design Guidelines for Streets and Sidewalks received and filed by Council in March 2008.

To submit the formal request for variance to the Minnesota State Aid Operation Rules Chapter 8820, a resolution from Council is required directing the City Engineer to proceed.

Attachments: 6<sup>th</sup> Street Conceptual Cross-Section, Project Location Map

Cc: Mayor Betsy Hodges  
Council Member Lisa Goodman  
Council Member Jacob Frey  
Council Member Abdi Warsame

Council Member Barbara Johnson, Council President  
Jon Wertjes, Public Works  
Chuck Lutz, Community Planning and Economic Development  
Beth Elliot, Community Planning and Economic Development  
Hilary Dvorak, Community Planning and Economic Development  
Erik Nilsson, City Attorney's Office

## RESOLUTION 2014R - \_\_\_\_\_

**By Reich**

**Directing the City Engineer to proceed with a variance request from State Aid Rules per Administrative Variance to State Aid Operations rules, Chapter 8820 effective 2011, including Amendments adopted through February 4, 2013, to the Minnesota Commissioner of Transportation for the reconstruction of 6<sup>th</sup> Street S between Park Avenue and 11<sup>th</sup> Avenue.**

**Whereas**, the City of Minneapolis wishes to reconstruct 6<sup>th</sup> Street S between Park Avenue and 11<sup>th</sup> Avenue; and

**Whereas**, Minnesota Department of Transportation State Aid Rule 8820.9936 (Design Standards, Urban; New or Reconstruction Projects) per Administrative Variance to State Aid Operation rules, Chapter 8820, effective October 1, 2007, require "*New or reconstruction projects for urban roadway must meet or exceed the minimum dimensions indicated in the following design chart*"; and

**Whereas**, the design chart has minimum parking lane widths indicated for Arterials with Average Daily Traffic (ADT) equal to or greater than 10,000 vehicles; and

**Whereas**, physical constraints, pedestrian accessibility, traffic management and urban landscaping limit the right-of-way available for a parking lane on 6<sup>th</sup> Street S between Park and 11<sup>th</sup> Avenue; and

**Whereas**, State Aid Rules provide that a political subdivision may request a variance from the Rules;

**Now, Therefore, Be It Resolved** by the City Council of the City of Minneapolis:

That the City Engineer is hereby directed to submit to the Commissioner of transportation a formal request for variance from MnDOT State Aid Rule 8820.9936 per Administrative Variance to State Aid Operations rules, Chapter 8820, effective 2011, including Amendments adopted through February 4, 2013, for Arterials with ADT equal to or greater than 10,000 vehicles to permit the reconstruction of 6<sup>th</sup> Street S from Park Avenue to 11<sup>th</sup> Avenue with the parking lane, on the south side, of 6<sup>th</sup> Street S from Park Avenue to 11<sup>th</sup> Avenue to be reconstructed at a width of 8.0 feet instead of 10.0 feet as required by Rule 8820.9936.

**Be It Further Resolved**, that the City Council of the city of Minneapolis hereby indemnifies, saves, and hold harmless the State of Minnesota and its agents and employees of and from claims, demands, actions, or causes of action arising out of or by reason of the reconstruction of 6<sup>th</sup> Street S between Park Avenue and 11<sup>th</sup> Avenue in accordance with Minnesota Rules 8820.9936 and further agrees to defend at their sole cost and expense any action or proceeding commenced for the purpose of asserting any claim arising as a result of the granting this variance.

**T&PW** – Your committee, having under consideration plans to reconstruct 6<sup>th</sup> Street S between Park Avenue and 11<sup>th</sup> Avenue using Municipal State Aid (MSA) funds, and having been informed that the plans for the project do not meet all MSA rules for parking lane widths, now recommends passage of the accompanying resolution directing the City

Engineer to submit to the Commissioner of Transportation a formal request for a variance from MnDOT State Aid Rules to permit the 6<sup>th</sup> Street S reconstruction project.